

WESTPORT WATERFRONT TRANSIT ORIENTED DEVELOPMENT

United States

Department of Transportation

Transportation Investment Generating
Economic Recovery II (TIGER II)

Westport Waterfront
Transit Oriented Development (TOD)

Transportation Infrastructure
Improvements

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Project Information

Type: TOD Infrastructure Improvements

Location: Baltimore City, Maryland

Congressional District:
MD Districts 2, 3, and 7

Urban Area

Funds Requested: \$16,280,000

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I. PROJECT DESCRIPTION

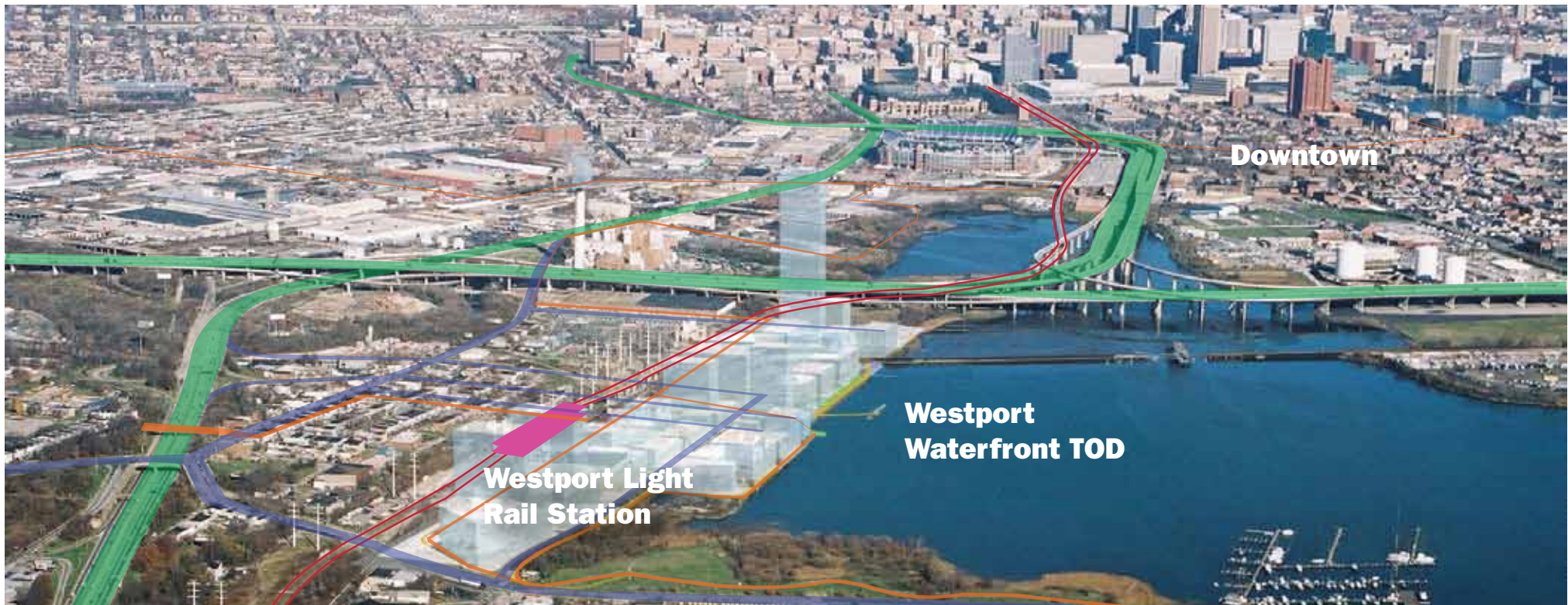


The City of Baltimore Department of Transportation (Baltimore DOT), in partnership with the Maryland Department of Transportation (MDOT), request \$16.28 million in Transportation Investment Generating Economic Recovery II (TIGER II) funds to complete the funding package for a \$39.8 million project that will repair and enhance a network of roads, bridges, railroad crossings, transit stations, and shared-use trails necessary to support the \$1.2 billion Westport Waterfront Transit-Oriented Development (TOD). The project is located in the 2nd Congressional District one mile south of downtown Baltimore in an Economically Distressed Area (EDA). State, local and private funds will match the TIGER II grant by

\$18.34 million and leverage an additional \$5.15 million in federal funds for a total of 59% of project costs.

The Baltimore DOT TIGER II application aims to promote job creation, access to opportunity and environmental restoration in Baltimore's urban core by improving and enhancing existing multi-modal assets that will catalyze the redevelopment of a 275-acre district surrounding the Middle Branch estuary. The first phase of this initiative is the Westport Waterfront TOD, a 50-acre brownfield that will be converted into a 4.8 million square foot, LEED Platinum, pedestrian-scaled mixed-use development.

The Westport Waterfront TOD fulfills the vision of Baltimore's 2008 Middle Branch Master Plan and is the top priority identified in the City's 2008 Comprehensive Economic Development Strategy. The State of Maryland has also designated the project a Base Realignment And Closure (BRAC) Zone and a TOD Zone in recognition of its strategic importance in minimizing sprawl associated with the projected massive influx of jobs and residents associated with the expansion of nearby suburban military bases.



The Westport Waterfront TOD will have significant regional impact. Project benefits include the following:

STATE OF GOOD REPAIR

Replaces or upgrades deteriorated 1950's era infrastructure along MD 295 and within the Westport neighborhood.

ECONOMIC COMPETITIVENESS

Provides a high quality location to attract regionally targeted industries and highly skilled talent. Catalyzes redevelopment in a severely distressed area in the Baltimore region by generating 1,690 construction jobs and 3,995 full-time jobs in the first phase and providing job training and placement for disadvantaged residents. Long-term the project generates \$650 million in new tax revenue by 2040, 4,000 construction jobs and 9,130 permanent direct jobs.

LIVABILITY

Connects existing residents, 4,100 employees and 1,300 new residents to non-auto means of travel including light rail and shared-use trails. Compliments a \$21.5 million investment in affordable and workforce housing and community revitalization.

SUSTAINABILITY

Reduces 14,942,216 vehicle miles traveled and reduces carbon monoxide by more than 9,000 tons annually, improving air quality and reducing dependence on foreign oil. Improves water quality and wildlife habitat through an integrated approach to storm water management, green building, green workforce development, and neighborhood environmental restoration.

SAFETY

Reduces the number of vehicular crashes by more than 390 and reduces crash-related costs by \$27 million over a twenty-year time period when compared to a similarly sized suburban development.

INNOVATION

Provides a regional model for progressive congestion management through the use of transportation demand management techniques. Creates a national model for community-based, urban watershed restoration.

COLLABORATION

Approaches community transformation holistically by applying expertise in transportation planning, environmental restoration, affordable housing and economic development. Includes the support of more than twenty public, for-profit and non-profit partners.



BACKGROUND: THE MIDDLE BRANCH MASTER PLAN

residents not participating in the labor force at all. In addition to high unemployment, the community suffers from declining home-ownership and increasing vacancies, with a 22.2% vacancy rate today, representing an 119% increase since the 1990 Census.² Despite these bleak statistics, the surrounding area has tremendous assets – incredible regional transportation access, close proximity to regional employment centers, more than 275 acres of underutilized land, and 100 acres of public parkland and wetlands that are home to abundant wildlife.

create a model community based on sustainable principles of economic prosperity, environmental improvement and social equity. To implement the plan, the City is rezoning key brownfield sites to accommodate up to fourteen million square feet of new mixed-use development and 12,000 new jobs. The City has also completed a comprehensive assessment of the area's transportation infrastructure and its capacity to support development. The Westport Waterfront TOD represents the first project in the Middle Branch to be fully approved for redevelopment and is the key to unlocking the Middle Branch's potential.

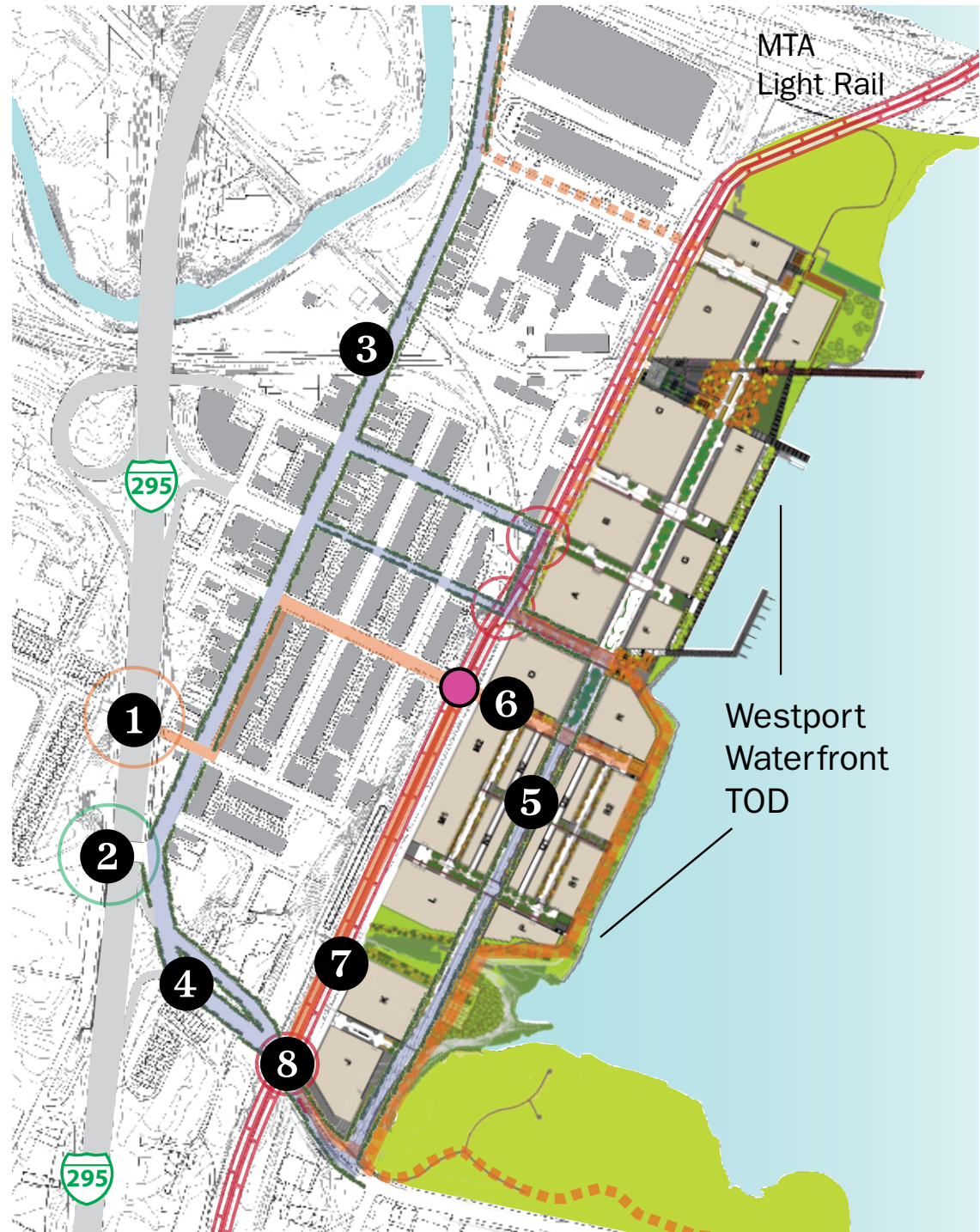
PROJECT READINESS

The Westport Waterfront TOD's success hinges on the prompt completion of the transportation infrastructure program to capitalize on more than \$150 million of spent or committed funds from private developers and public agencies. Specific projects included in this application can be implemented individually or holistically, depending on the extent of TIGER II funding obtained. The Westport Waterfront TOD elements described below represent a range of highway, bridge, transit, and bicycle and pedestrian projects necessary to advance transit-oriented development in the Middle Branch. The first phase of improvements will:

- 1 2** Replace structurally deficient, functionally obsolete bridge elements at the MD 295 Annapolis/Waterview Avenue interchange, improving ramp geometry and lane weaving and replacing a deteriorated pedestrian bridge
- 3 4** Improve signalization, turn-lanes, and bike and pedestrian facilities along Annapolis Road and Waterview Avenue to reduce congestion and enhance pedestrian accessibility
- 5** Construct John Moale Boulevard providing two travel lanes, two parking lanes, wide sidewalks and a 16-foot wide dry swale system to access the 19 development parcels within the TOD
- 5** Build a pedestrian bridge connecting the TOD to an existing Light Rail station
- 5** Replace an unsafe and deficient on-street bike lane with a two-mile off-road extension of the 15-mile Gwynns Falls shared-use trail
- 5** Ensure safety along an active freight line by adding new safety measures at three at-grade crossings and building a pedestrian overpass

These project elements are described [in greater detail](#)

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1



2



3

- 1 View of Waterview Avenue Bridge and Interchange
- 2 View of MD 295 in Westport
- 3 Precedent for pedestrian improvements at MD 295

MD 295 IMPROVEMENTS

MD 295 is a major regional parkway connecting Baltimore to I-95, Anne Arundel County, and Washington, D.C. The parkway was constructed in the 1950's and currently averages 80,000 cars per day. The bridge elements at the major interchange serving Westport are structurally deficient and functionally obsolete with a BSR of 42.9. Widespread areas of deteriorated concrete in the substructure have raised concerns that pieces of deteriorated concrete could fall off the bridge and strike motorists. Hazardous geometry and operating conditions also result in back-ups on the mainline of MD 295. TIGER II funds will be used to replace the bridge elements and reconstruct the ramp geometry to meet today's safety standards and strategically increase roadway capacity. In addition, more generous sidewalks and bicycle lanes

will enhance connectivity between communities on both sides of MD 295 and help heal the divide caused by the parkway's initial construction. Without TIGER II funding, Synchro/Sim Traffic analysis shows that by 2018, this interchange will fail to handle the projected volume of new traffic generated by the TOD causing back-ups on MD 295 and into the community.

LOCAL CIRCULATION AND SAFETY IMPROVEMENTS

Local circulation and safety improvements will link redevelopment sites to the existing community and larger, regional roadway network. This project will involve improving signalization, turn-lanes, medians, and bicycle and pedestrian facilities at major intersections along Annapolis Road and Waterview Avenue to reduce congestion and enhance pedestrian safety and accessibility.

Construction of 1,800 linear feet of John Moale Boulevard from Waterview Avenue to Wenburn Street will provide critical access to 19 development parcels within the 50-acre Westport Waterfront TOD and will include two traffic lanes, two parking lanes, a bike lane and wide sidewalks. A system of 16-foot wide dry swales will treat storm water run-off before it enters the Chesapeake Bay, making John Moale Boulevard one of the greenest streets in Maryland. The boulevard will be raised out of the floodplain to allow capping of on-site contamination and construction of underground parking on adjacent parcels.

RAIL SAFETY IMPROVEMENTS

An existing CSX freight line bisects Westport requiring new safety measures at three at-grade crossings to better protect pedestrians and bicyclists. This will include coordinated signalization between the three rail crossings to coordinate access for all modes and new fencing along the CSX tracks to prevent trespassing on freight rail tracks.



Proposed John Moale Boulevard with dry swale on left



Multi-modal improvements will enhance connectivity in Westport

↔ Traffic flow

○ At-grade rail crossings

1 2 3 Rail crossings

4 Kent Street today with bus stop and Light Rail Station in distance



5 Kloman Street and LRT station today

6 Proposed Kloman Street shared use trail with TOD on left and new pedestrian bridge connection to Light Rail Station



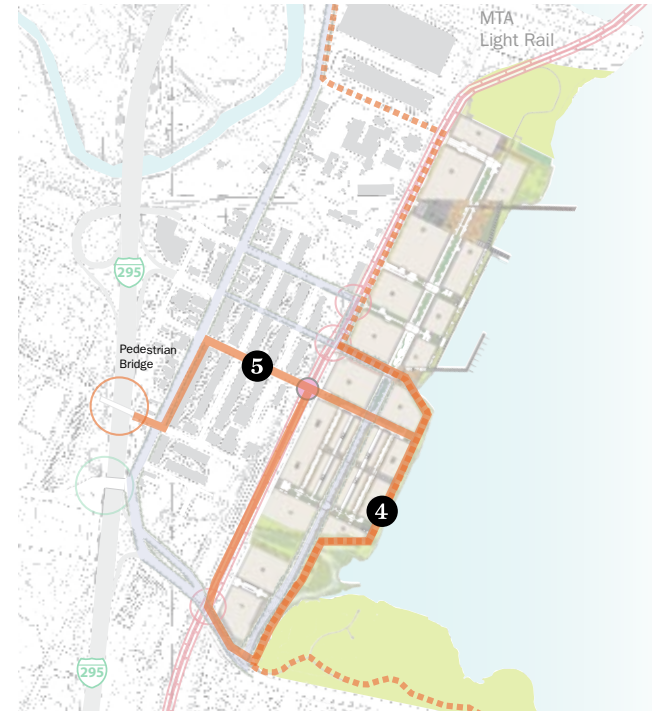
TRANSIT IMPROVEMENTS

The Westport Light Rail Station is a vital asset that connects the existing community and the proposed development to the larger regional transit network. The Westport Station is just one stop south of the MARC commuter rail's Camden Station, and a 20-minute ride to Amtrak and the Baltimore-Washington International Thurgood Marshall Airport (BWI). The 30-mile light rail system also provides access to Baltimore's subway line and to key employment centers throughout the region, including The Johns Hopkins Hospital and the University of Maryland, Baltimore. Current plans to expand the system with the 14.5-mile Red Line are projected to significantly increase ridership from 29,000 to more than 100,000 riders by 2030. Investment in and along the Light Rail is part of a key strategy to link City residents to job opportunities, since less than 50% of the population drives a car.

In its current state, physical barriers, small platforms, and limited amenities impede the Westport Station's function. TIGER II funds will be used to expand the station and create a more welcoming, safe, and accessible transit experience. The new 50-acre Westport Waterfront TOD will transform the station into a central civic amenity. A new, elevated pedestrian bridge will tie the station to the waterfront. The pedestrian bridge will be elevated over an active freight line, greatly enhancing pedestrian safety. The bridge will also overcome a significant elevation change that would otherwise prohibit pedestrian and handicapped access to the station.

The Westport Station will be upgraded with larger platforms and shelters that will protect riders from the elements. Taken together, these improvements are essential to the project's goal of tripling current Light Rail ridership and achieving a 30% transit share/mode split within the Westport Waterfront TOD to reduce automobile use. (See the Sustainability section for more information.)

- 1 Proposed shared use trail and new John Moale Boulevard
- 2 Existing Kloman Street bike path will be upgraded
- 3 Existing MD 295 Pedestrian Bridge will be replaced
- 4 John Moale Boulevard
- 5 Kent Street Transit Artery



BICYCLE AND PEDESTRIAN IMPROVEMENTS

Gwynns Falls Shared-Use Trail

The 15-mile, shared-use Gwynns Falls Trail is a main artery in Baltimore's regional bicycle network that connects the Westport Waterfront TOD to west Baltimore, the central business district, and Baltimore County. In addition, it is the primary bicycle access point from on-road paths that connect to a State trail in Anne Arundel County. The Westport portion of the trail is the only section of the 15-mile network that is not off-road. Its substandard condition — narrow widths, embedded rail lines, at-grade rail crossings, and high-speed truck and car traffic — detracts from the trail's overall functionality as the preferred bicycle route linking downtown Baltimore to Anne Arundel County. TIGER II funds will be used to convert 1,600 linear feet of existing industrial roadway along Kloman Street to a dedicated shared-use path and green buffer. The Kloman Street portion of the Gwynns Falls Trail will join a new Waterfront Trail to create a two-mile loop that connects all buildings within the Westport Waterfront TOD. The trail will be lit to improve rider and pedestrian safety. The Waterfront Trail will utilize porous paving to mitigate storm water impacts. This is particularly important, as the trail borders newly created wetlands along the shoreline.

Kent Street

With low traffic volumes, Kent Street serves as the ideal central pedestrian spine connecting the Westport Waterfront TOD to the existing neighborhood, Light Rail station, shared-use trail, and bus routes. A new "Kiss and Ride" plaza and streetscape improvements, combined with the aforementioned transit improvements, will transform the Westport Station into a central focal point and Kent Street into the major pedestrian access point that knits the neighborhood and the TOD together.

MD 295

TIGER II funds will also be used to improve pedestrian access across MD 295 by replacing a narrow, 50-year old, severely deteriorated pedestrian bridge. The current design provides no system of redundancy. If any damage occurs to the two steel beams supporting the bridge, the bridge could collapse. The replacement bridge's design addresses the need for redundancy and incorporates landscaping, lighting, and artwork that will enhance safety and strengthen community identity. Pedestrian improvements will better integrate the bridge with the community's Main Street, Annapolis Road, to the east, and public K-8 school, Westport Academy, to the west.

II. PROJECT PARTIES



Baltimore DOT will carry out the projects proposed in this grant application. With an annual operating budget of \$154 million (FY10) and a capital budget of \$69 million (FY10), Baltimore DOT is leading the City's efforts to build a comprehensive, multi-modal transportation system that supports economic, environmental, and livability goals. As the lead agency for the TIGER II grant, Baltimore DOT will be responsible for grant implementation, including day-to-day management, coordination among project partners, quality control, and project evaluation.

MDOT will facilitate State participation in the Westport Waterfront TOD. MDOT manages the State's TOD program and is the parent agency of the Maryland Transit Administration (MTA) and the Maryland State Highway Administration (MDSHA). MTA will have an active and direct role in project management for work performed within its rights-of-way and facilities. The MDSHA has provided and will continue to provide engineering reviews to ensure conformance to Federal Highway Administration (FHWA) standards.

III. GRANT FUNDS



Westport Development LLC (Westport Development), a joint venture of Turner Development Group and The Carlyle Group, will construct John Moale Boulevard.³ Westport Development will perform all work according to a Developer's Agreement approved by the City in 2009 that ensures all public improvements meet City, State and Federal standards and are bonded to ensure timely completion of the work.

Transportation-related improvements for the first phase of construction at the Westport Waterfront TOD totals \$39.7 million. Approximately \$23.5 million in funding from federal, state, local, and private partners has been identified to advance this critical project into construction. This \$23.5 million represents 59% of the total project cost. While these funding sources demonstrate broad public and private sector commitment to the project, major cutbacks in local and state funding make TIGER II funding critical to fill the remaining gap. The TIGER II request totals \$16.3 million or 41% of the total project cost. A breakout of funding sources and uses is shown in Table 1.

Project funds to match the TIGER II grant committed and in place include:

Tax Increment Financing Bonds (\$12.55 million)

The City has created a TIF district for the Westport Waterfront TOD. Approved in 2008, the legislation enables the City to sell municipal bonds to fund infrastructure costs and use the incremental real property taxes generated by the TOD to pay the debt service. Rigorous financial analysis by Municap, Praeger/Seely, and the City's Finance Department has validated the financial feasibility of the bond sales.

The first allocation of TIF bonds of \$12.5 million will finance construction of off-site improvements and John Moale Boulevard. Although ongoing turmoil in the municipal bond market has delayed the issuance of bonds, the City is moving ahead with underwriting to facilitate a December 2010 issuance.

FUNDING SOURCES AND USES

PROJECT COSTS
<div><div>\$1,380,000</div><div>Rail Safety Improvements</div></div>
<div><div>\$3,500,000</div><div>Transit Improvements</div></div>
<div><div>\$4,670,000</div><div>Bicycle & Pedestrian Improvements</div></div>
<div><div>\$14,000,000</div><div>MD 295 Improvements</div></div>
<div><div>\$16,220,000</div><div>Local Circulation & Safety Improvements</div></div>
TOTAL PROJECT BUDGET \$39,770,000

MATCH
<div><div>\$1,000,000</div><div>State of Maryland</div></div>
<div><div>\$2,080,000</div><div>City of Baltimore</div></div>
<div><div>\$2,710,000</div><div>Private Developer Equity</div></div>
<div><div>\$12,550,000</div><div>Tax Increment Financing Bond Proceeds</div></div>
MATCH RATIO 46%
TOTAL MATCH \$18,340,000
OTHER LEVERAGED FUNDS
<div><div>\$302,000</div><div>FY 2009 earmark (THUD Appropriations)</div></div>
<div><div>\$510,000</div><div>FHWA Formula Funds</div></div>
<div><div>\$4,338,000</div><div>FTA Bus Grant</div></div>
MATCH RATIO WITH LEVERAGED FUNDS 59%
TOTAL LEVERAGED FUNDS \$5,150,000
TOTAL MATCH & LEVERAGED FUNDS \$23,490,000
RESULTING TIGER II GRANT \$16,280,000

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Federal Funds (\$5.15 million)

The City receives an annual share of approximately 5.5% of the State's allocation of federal aid highway funds. From this, the City has programmed approximately \$4.3 million in Bridge Rehabilitation and Replacement funds and Surface Transportation Program funds for highway and bicycle and pedestrian improvements. In partnership with MTA, the City has also received a \$510,000 grant from the Federal Transit Administration to fund the Kent Street Transit Artery pedestrian improvements. Finally, the City has received a federal earmark of \$302,000 to create a dedicated shared-use trail in Westport.

State Funds (\$1.0 million)

The State of Maryland has already spent more than \$2.25 million on brownfield cleanup and wetland reconstruction at the TOD site. MDOT has committed \$1 million for the pedestrian bridge and station enhancements at the Westport Light Rail Station.

Private Debt and Equity (\$2.71 million)

Turner Development, the Carlyle Group, and others have thus far invested approximately \$40 million in site acquisition, demolition, remediation, and architectural and engineering costs. As part of the TIGER II project, they will invest \$2.7 million for electrical conduit and lighting along John Moale Boulevard.

Local Funds (\$2.08 million)

The State allocates, by formula, 30% of all Highway User Revenues (HUR) (which includes revenues from such sources as gas taxes and titling fees) to local governments. Baltimore DOT receives 12.25% of the local HUR distribution. Of this annual allocation, the City is committing \$2.08 million toward the TIGER II project and another \$5 million toward road resurfacing in the surrounding neighborhood.

TIGER Funds (\$16.28 million)

The City is requesting \$16.28 million in TIGER II funds to fill the gap between the sources described above and the project budget. The TIGER II grant represents the “but for” funding that will allow the TOD to move forward.

For supporting documentation please see Funding Commitment Letters at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>.



View of Middle Branch Park with I-95 and downtown in distance

IV. SELECTION CRITERIA



A. LONG-TERM OUTCOMES

STATE OF GOOD REPAIR

The TIGER II project is consistent with local efforts to maintain facilities in a state of good repair.

Since 2008, Baltimore DOT has approached asset management by prioritizing transportation investments based on asset condition and criticality to future economic growth.⁴ Utilizing this approach, the City has developed the Middle Branch Transportation Plan to identify operational, safety, and capacity deficiencies in the transportation network that the City must improve by repositioning existing assets. This is necessary for the transportation network to contribute to a robust regional economy and ensure the critical movement of goods and services. For a copy of the plan, see <http://www.middlebranchbaltimore.com>.

This TIGER II request directly addresses the State of Good Repair objective by including funding for:

- Reconstructing three structurally deficient and functionally obsolete bridges along the heavily traveled MD 295 as described previously in the Project Description section;
- Making pedestrian improvements to industrial-era roadways within the TOD and the community to provide disadvantaged and handicapped residents with improved access to jobs, amenities, goods and services; and
- Converting a deteriorated on-street, shared-use path along an industrial access road into a dedicated off-road path to improve bicycle mobility along the 15-mile Gwynns Falls Trail.

The TIGER II project will upgrade surface transportation conditions that threaten future economic growth.

Like many urban areas in the U.S., the lack of investment in the built environment in Westport and the Middle Branch has fostered a perception of disinterest and decline that is compounded by 1950's-era transportation assets that were designed for industrial traffic at the expense of other modes. The City's comprehensive strategy to reinvest in the neighborhood's transportation infrastructure is critical to unlocking the enormous potential of vacant and contaminated waterfront property for significant economic activity. In Baltimore, this strategy has been successfully employed to help transform declining industrial neighborhoods into high density, mixed-use, pedestrian-friendly communities. Transportation investments over the last 15 years have resulted in significant commercial and residential redevelopment that has helped the City retain

Recent waterfront development has attracted headquarter firms to Baltimore



and attract new headquarter firms, diversify the City's economic base, and stem the tide of significant population loss.

The TIGER II project minimizes life cycle costs within the regional transportation system and within the Middle Branch.

The planned transportation improvements reflect a comprehensive and coordinated approach to infrastructure investment to meet long-term redevelopment goals and ensure that the City uses Operations and Maintenance (O&M) resources efficiently and effectively.

The proposed TIGER II-funded investments will not only catalyze the Westport Waterfront TOD redevelopment, but will also prevent future road closures and delays caused by failing infrastructure. For example, delays caused by failing infrastructure at the Westport interchanges of MD 295 could result in additional roadway capacity and maintenance projects across the region to accommodate the more than 80,000 drivers who use MD 295 each day. In addition, recent research has found that investment in urban redevelopment helps reduce local government expenditures by up to 11.8% for road building costs, up to 6% for water and sewer costs, and up to 3.7% for recurring annual operations and maintenance costs.⁵

Another source analyzed O&M costs for three alternative development patterns and found that O&M was 42% more costly in the spread development option relative to the most dense and centralized option.⁶ Thus, from a life cycle point of view, investing in Westport, as a dense urban walkable community, will reap rewards in long-term efficiencies. These savings are projected to be even greater at the Westport Waterfront TOD, where green building requirements and green infrastructure will reduce dependence on local infrastructure by curtailing storm water, potable water, wastewater, and energy use.

II. ECONOMIC COMPETITIVENESS

The TIGER II project improves the long-term efficiency and effectiveness of the transportation system.

The Westport Waterfront TOD is one of the Baltimore region's sustainable, quality locations that will make it competitive in the future. The Brookings Institution's report, *Blueprint for American Prosperity: Unleashing the Potential of the Metropolitan Nation*, argues that to achieve true prosperity, "our Nation must leverage its key assets—innovation, infrastructure, human capital, and quality places—principally concentrated in metropolitan areas." As Harvard economist Michael Porter writes, "the most important drivers of competitiveness are not national. They

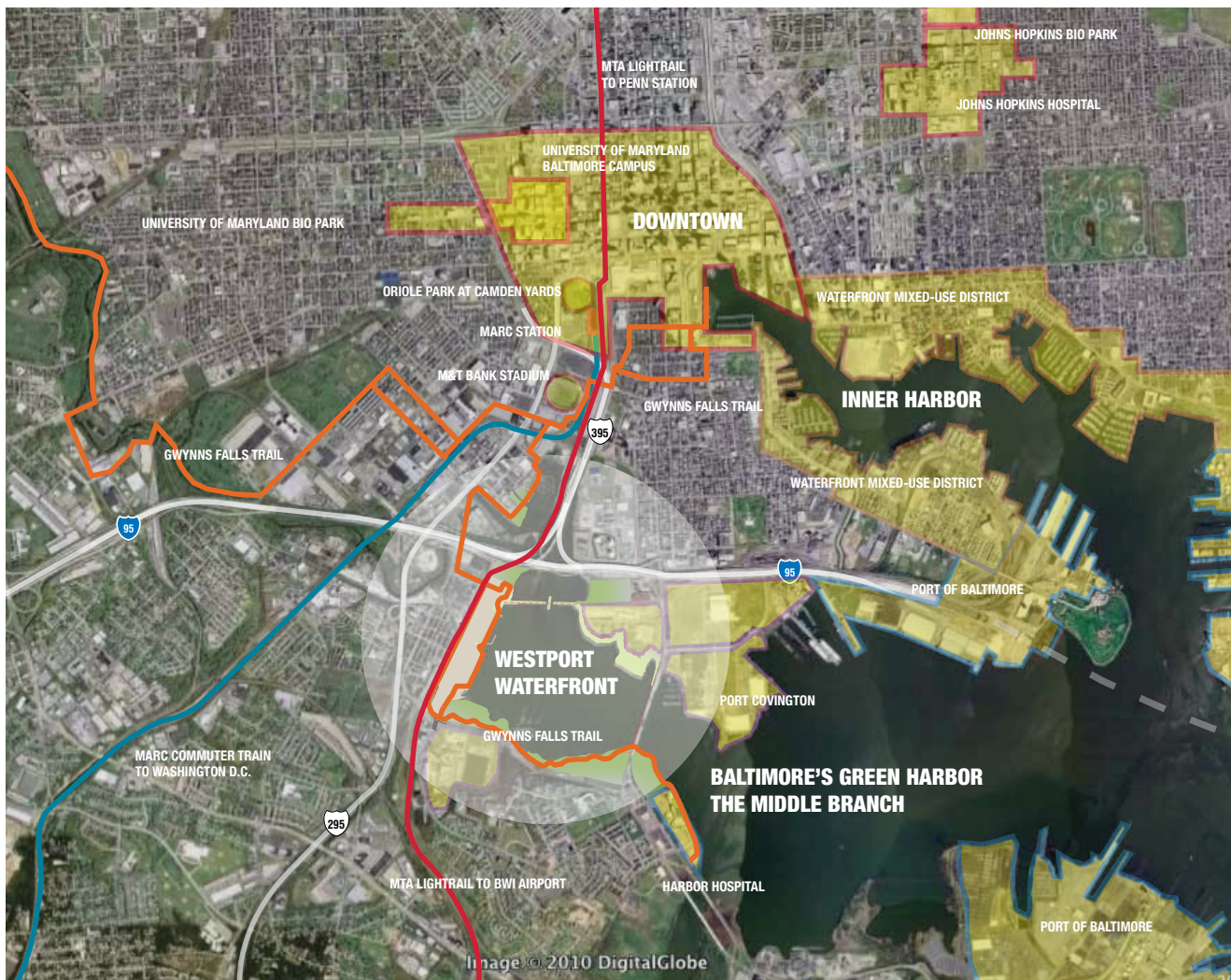
are regional and local."⁷

Judged by the Brookings criteria, the Westport Waterfront TOD represents the Baltimore region's best opportunity to leverage its key assets to strengthen its economic competitiveness:

Innovation

The Westport Waterfront TOD provides a quality, transit-oriented, waterfront business location with access to world-class regional business partners and a high-potential labor force. Maryland has the second-highest share of workers with at least a bachelor's degree, and is first in the percentage of workers with a graduate or professional degree and the percentage of doctoral scientists and engineers.⁸ The development's location along mass transit, its provision of live-work-shop opportunities, and its natural location along the vibrant and revitalizing Baltimore waterfront provide a compelling location for "creative class" and international business attraction. Based on recent successes in attracting such firms to the Baltimore waterfront, the Cost Benefit Analysis projects that the Westport Waterfront TOD will generate \$348 million in total economic output over a 20-year period.

Cost Effective Location



The Westport Waterfront TOD's proximity to interstate highways, public transportation, and downtown Baltimore, as well as its connectivity to BWI, ensure its potential as one of the most economically competitive areas in the mid-Atlantic region. Existing highway networks connect the site to Washington, DC, and to the entire Northeast corridor along I-95. Light Rail provides access to BWI, MARC commuter rail and Amtrak. Only modest infrastructure improvements are needed to enhance and connect these multi-modal assets, particularly when compared to

transportation costs for suburban greenfield development.

Long-Term Efficiency

Designed to achieve a Platinum rating under the LEED for Neighborhood Development program, the Westport Waterfront TOD will reduce operating and commuting costs as a result of its smart growth TOD location and green, mixed-use, high density design (See Livability and Sustainability sections).

BRAC Opportunity

The Westport Waterfront TOD provides an important regional "relief valve" to accommodate the explosive regional growth associated with the federal BRAC program. Maryland Governor Martin O'Malley designated Westport as one of seven "BRAC Zones" in 2008, providing tax incentives and technical assistance in recognition of its strategic importance in minimizing sprawl associated with the projected massive influx of jobs and residents to suburban military installations at Aberdeen Proving Ground (APG) and Fort Meade. The Westport Waterfront TOD is a federal HUB Zone located halfway between APG and Fort Meade, and within a reasonable commuting distance of both. Current estimates indicate that Maryland could experience as many as 60,000 new jobs over the next decade.

The TIGER II project makes improvements that increase the economic productivity of the land, capital, and labor in an EDA.

The Westport Waterfront TOD will catalyze the redevelopment of vacant and underutilized property along the Middle Branch in an EDA. The City will benefit from the significant new tax revenue, investment, and jobs that the Westport Waterfront TOD will generate. Municap's 2009 projections show that the vacant TOD site currently generates less than \$100,000 per year in property taxes. At full build-out the TOD will generate \$24 million per year in incremental real property taxes and \$18.5 million per year in personal income tax, personal property tax, and hotel occupancy taxes. National research indicates that TOD areas tend to have higher property values than comparable areas that lack transit access. One review of the literature concluded the increment is a 10 to 20% gain for TOD areas.⁹

The creation of major new temporary and permanent employment opportunities will directly benefit residents in the surrounding neighborhoods where, as noted earlier,

unemployment is at 12.9%, and 39.1% of residents do not participate in the labor force. For more detail on job creation and workforce development benefits please see Section B. Quickly Create and Preserve Jobs, and Increase Economic Activity in an EDA.

III. LIVABILITY

The TIGER II project contributes to the region’s efforts to create a high quality of life by providing access to affordable transportation choices and reducing reliance on cars. Westport Waterfront TOD residents (782 dwelling units) and employees (4,100) will directly benefit from these enhanced transportation choices; however, the biggest differences might accrue to the 15,000 current residents of the surrounding Westport area where 40% of residents do not own a car and most benefit from affordable transportation options. Investments to connect and expand existing Light Rail, bicycle, and pedestrian facilities will allow for safer, more affordable, and more convenient travel within the area and the larger region.

Livability benefits include:

- Upgraded bus and Light Rail facilities to provide safer and more convenient access to affordable transportation options;
- Enhanced bicycle and pedestrian connections between residential areas and the Westport Waterfront TOD to provide access to quality employment, goods and services, and promote public health in a distressed area;
- Upgraded interchanges and roadway operations that will reduce congestion and improve air quality; and
- \$20.5 million in City investment in affordable and workforce housing, as well as neighborhood environmental restoration and green workforce development.

The TIGER II project will enhance user mobility and reduce the average cost of transportation.

With major investment in the region’s bicycle and Light Rail systems underway, similar investments in the Westport Waterfront TOD will provide enhanced user mobility for those living and working in the redevelopment and surrounding communities. These benefits are described in the Westport Waterfront Cost Benefit Analysis (Cost Benefit Analysis) which is available at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx> and summarized below:

- Residents within the TOD will reduce VMT by up to 40% and employees up to 35% when compared to Baltimore regional norms
- Residents within the TOD will spend \$4,750 less on transportation per household per year, or \$3.8 million in aggregate, relative to the US average

The TIGER II project will improve existing transportation choices to reduce congestion and travel times.

Smart growth investment in Baltimore’s urban core will reduce congestion in the larger region by concentrating development in a transit-rich environment in close proximity to employment centers. The Westport Waterfront TOD’s investment in light rail station improvements, bicycle paths, MD 295 improvements, and neighborhood streets will enhance and extend connections between multiple modes, thereby reducing congestion and travel time. The Cost Benefit Analysis estimates a travel time saving of 15 percent for the commute times of the new Westport households, saving each household an average of 40 hours annually.

The TIGER II project will improve accessibility and mobility for disadvantaged populations.

The Westport Waterfront TOD will focus on affordable

alternative transportation that connects disadvantaged populations within the Middle Branch to employment opportunities within the TOD and the region. As noted in the Project Description the surrounding neighborhoods are severely distressed with high levels of unemployment, poverty, vacant housing and poor health. The Westport Waterfront TOD’s holistic approach to community transformation aims to lift up rather than displace existing residents, by creating employment opportunities in the short- and long-term, capping property tax increases for long-term residents, providing access to healthy food and recreational amenities, and expanding affordable home ownership opportunities.

The TIGER II project reflects coordinate planning that encouraged community participation.

The master plan for the Middle Branch which supports the Westport Waterfront TOD is the result of a collaborative planning process that engaged economic development experts, environmental and transportation planners, community leaders, and private sector stakeholders to develop a holistic vision for the redevelopment of more than 275 acres of underutilized property. An interagency task force and a 30-member Middle Branch Advisory Council are actively working to implement the plan’s recommendations. The transportation elements contained within this application are the result of an intensive, two-year community planning process led by Baltimore DOT and a focused planning study conducted by the non-profit, Baltimore-based Neighborhood Design Center, which engaged community residents in crafting the design solutions described in this application.

IV. SUSTAINABILITY

The TIGER II project will improve energy efficiency, and reduce oil dependence and greenhouse gas emissions.

The Westport Waterfront TOD is one of only a handful of projects in the Nation seeking a Platinum rating under the US Green Building Council's new LEED for Neighborhood Development (LEED ND) program. This commitment to environmental sustainability significantly reduces energy use and greenhouse gas emissions, and restores the ecology of a critical tributary of the Chesapeake Bay.

By supporting investments in a multi-modal network that builds on existing transportation assets, the Westport Waterfront TOD will reduce automobile traffic, fossil fuel use, and air pollution. More than 4.8 million square feet of green buildings operating in the TOD will reduce energy use by a

Flex cars, commuter programs and transit use will be actively promoted by a Transportation Management Association



minimum of 30 percent to comply with LEED requirements and exceed the LEED Silver requirements of the City's Green Building legislation.

When compared to regional norms, the combination of dense, TOD development and green buildings will yield the following Phase I benefits:

Westport Waterfront TOD residents and employees will travel 14.9 to 17.1 million fewer vehicle miles traveled (VMT's) per year as compared to Baltimore regional norms

Lower VMT's and dense, energy efficient buildings will produce 9,220 to 10,514 fewer metric tons of CO₂ emissions per year representing approximately \$304,000 to \$347,000 in CO₂ savings per year

For the detailed methodology supporting the reduction in carbon footprint, see Cost Benefit Analysis on at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>.

The TIGER II project will protect and enhance the environment.

The Westport TOD employs aggressive brownfield clean up, habitat restoration, wetlands creation, and an innovative storm water management program to reverse the significant environmental degradation of the Middle Branch, a tributary of the imperiled Chesapeake Bay. This approach will lead to positive long-term environmental benefits, helping the City achieve its goal of making the Middle Branch swimmable and fishable by 2020.

The Middle Branch serves as a drainage basin for a

930-acre urban watershed in west Baltimore. About 75 percent of the area is covered with impervious surfaces. Open space is fragmented and unevenly distributed. The area does not support an urban forest ecosystem and has a tree canopy cover of just 5.9 percent, compared to a citywide average of 20 percent. Water quality scores over the past 20 years have been consistently poor, rating at D-.⁸

To strategically improve the health of the Middle Branch, the TOD is applying a comprehensive array of stormwater management, water quality enhancement and habitat restoration techniques. This includes the following:

- To address storm water in a comprehensive manner, a system of dry swales, bio swales, green roofs, and tidal wetlands have been designed to clean and filter run-off from the development before it enters the Middle Branch.
- To address non-tidal flooding in the north half of the TOD, floodwaters and upstream impacts were avoided by raising the development site up to 10 feet in elevation, and widening an existing, trash-strewn drainage ditch by 75 feet. The widened swale will be replanted to enhance water quality and wildlife habitat. It will terminate in 26,000 square feet of newly created tidal wetland that will filter sediment before it enters the Middle Branch.
- To recreate tidal wetlands, the TOD developer is partnering with the National Aquarium, Westport Academy, and the Chesapeake Bay Trust to rebuild the shoreline and plant 16,000 marsh plants, providing a hands-on learning opportunity for local youth.

The Westport Waterfront TOD's approach to reducing nitrogen, phosphorous, and sediment pollutants from entering the Middle Branch includes the following benefits:

- Capping and removing on-site contaminants from past industrial uses

- Restoring marine habitat by stabilizing approximately 1,200 linear feet of existing eroding shoreline and creating new tidal wetlands to filter contaminants
- Restoring coastal habitat by creating more than eight acres of dedicated forest and habitat conservation areas, and planting more than 70,000 native trees, plants, and shrubs
- Constructing one of the greenest streets in Maryland by using a dry swale system to prevent storm water from entering the Middle Branch
- Using pervious paving for the shared-use trail along the shoreline
- Using green roofs on key buildings that outfall to open space to maximize water quality benefits
- Installing a trash interceptor at the Smith Cove outfall that is expected to remove upwards of 17,400 pounds of solid waste trash per year, which represents 17 percent of the total trash debris entering the Middle Branch

V. SAFETY

Transportation investments in the Westport Waterfront TOD will reduce the number, rate, and consequences of crashes, injuries, and fatalities in the region. As the area transitions from low-volume industrial land uses to higher-volume commercial and residential land uses, transportation investments will greatly enhance safety for all users. The TIGER II safety benefits include:

- Elimination of substandard design features at MD 295 interchanges and travel lanes, with proposed ramp improvements increasing the length of the acceleration and deceleration lanes, and adjusted lane configurations simplifying weaving and reducing the number of required lane changes



- Construction of a new pedestrian bridge at the light rail station, eliminating the need for at-grade pedestrian crossings of an active freight line
- Rehabilitation of an existing pedestrian bridge over MD 295 to improve both pedestrian access and safety between neighborhoods that are currently bisected by the roadway, including access to a public K-8 school
- Closure of one at-grade rail crossing
- Upgraded safety features at three railroad crossings (Waterview Avenue, Wenburn Avenue, and Manokin Street) including fencing, closed-circuit television, gate, and signal improvements
- Improved pedestrian and motorist safety at major intersections serving the neighborhood through the installation of new light-emitting diode traffic signals, turn-lanes, ADA improvements, and crosswalks
- Improved safety for bicyclists on the Gwynns Falls Trail by replacing an existing, deteriorated on-road path with a dedicated, well lit, and green pathway

The Westport Waterfront Cost Benefit Analysis analyzed

the safety improvements to MD 295 and local roadways in two ways: first, a reduction in crashes due to specific improvements and second, benefits realized due to the mixed-use TOD nature of the development and the resulting decrease in vehicle miles traveled. The analysis shows substantial benefits:

B. QUICKLY CREATE AND PRESERVE JOBS, AND INCREASE ECONOMIC ACTIVITY IN AN EDA

Rapid Economic Impact

Within two years of grant notification, the total projected amount spent on the transportation infrastructure program will be approximately \$39.7 million, which includes the \$16.28 million TIGER II grant request. In addition, the transportation program will leverage \$189.5 million of private building development scheduled to be completed by 2014.

The Westport Waterfront TOD will generate a significant number of construction jobs during the two-year infrastructure construction. A quarterly breakdown of

TABLE 2: TOTAL ESTIMATED ON-PROJECT ONE-YEAR JOB STARTS PER QUARTER

QUARTERS	ESTIMATED	TOTAL
2 ND Q 2011	36	1070
3 RD Q 2011	112	
4 TH Q 2011	69	
1 ST Q 2012	99	
2 ND Q 2012	24	
3 RD Q 2012	5	
4 TH Q 2012	100	
1 ST Q 2013	300	
2 ND Q 2013	325	

Source: Baltimore DOT and Whiting Turner Contracting Company .
 Note: Construction jobs are estimated based on Full-Time Equivalent for a one-year period.

the 1,070 one-year, direct jobs created from the public infrastructure and private building development is provided in Table 2.

Long-term, after the initial transportation program is completed in 2013, another \$76.5 million of transportation improvements will be invested to complete vertical construction. This will allow 3.6 million square feet of buildings to be completed by 2020, representing an additional \$539.8 million in construction expenditures. Completing the full build out of the Westport Waterfront TOD will generate more than \$1.2 billion of private investment and 13,000 permanent jobs. Table 3 shows the number of mid- and long-term temporary and permanent jobs made possible by the initial transportation program investment.

The Westport Waterfront TOD will provide access to economic opportunity in an EDA.

TABLE 3: MID AND LONG-TERM JOBS CREATED

TYPE OF JOB	2012- 2015	2015- 2020	TOTAL
TEMPORARY 1-YEAR DIRECT JOBS			
INFRASTRUCTURE	655	n/a	655
PRIVATE BUILDING DEVELOPMENT	1,035	2,316	3,351
TOTAL	1,690	2,316	4,006
PERMANENT JOBS			
OFFICE DIRECT	3,782	4,331	8,113
HOTEL DIRECT	n/a	403	403
RETAIL DIRECT	173	447	620
INDIRECT	6,608	7,591	14,199
TOTAL	10,562	12,773	23,335

Source: Redevelopment Economics 2010

The neighborhoods surrounding the Westport Waterfront TOD are some of the most economically distressed neighborhoods in urban America. Unemployment is at 14.4 percent and 43.8 percent of the population over the age of 16 are not part of the labor force at all. More than one third of residents live in poverty. With deindustrialization and suburban flight, the area is now severely underserved in terms of employment opportunities, and access to basic goods and services.⁹ TIGER II investments will enhance opportunity in the following ways:

Community hiring

Westport Development has committed to create a comprehensive workforce development initiative in cooperation with the City’s Office of Employment Development that will provide job training, placement, and support for local residents accessing employment

opportunities generated by the TOD (see Support Letters at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>). Over the long-term, the City estimates that the Westport Waterfront TOD will create 4,000 construction jobs, and 13,000 retail, office, and hotel jobs. From this base of locally-developed human capital, Westport Development and its contractors have made a strong commitment to give residents a first opportunity for jobs created through the City’s “Resident’s First” program.

Small business and disadvantaged business enterprises

The project also represents a commitment to diversity, having set a goal for minority- and women-owned business enterprise participation of 30 percent MBE and 10 percent WBE — higher than the City’s usual goals for infrastructure contracts. Baltimore DOT and Westport Development will

partner with the Mayor’s Office of Minority and Women Business Development to design and implement a program to achieve this goal.

Community-based organizations

Baltimore DOT and the developer will use the 30-member Middle Branch Advisory Council and ongoing relationships with local community organizations to encourage participation in community hiring and small business programs. In addition, Westport Development has hired a full-time staff person to work with community residents to ensure their full participation in their community’s redevelopment. To that end, a non-profit resource center will be built in the community as part of the first phase of the TOD to provide direct access to workforce training programs.

Commitment to federal labor laws

All project participants are committed to support entities that have a sound track record on labor practices and comply with federal laws, ensuring safe and fair treatment of workers.

Non-discrimination

The project will implement best practices, consistent with all civil rights and equal opportunity laws, to ensure equal opportunity.

Please see the **Project Readiness** section for additional information on project schedule, environmental clearances, legislative approvals, state and local planning, and financial feasibility.

C. INNOVATION

Congestion Management

The master plan and public financing package for the Westport Waterfront TOD represents the first major redevelopment project in the City’s history that has codified a comprehensive approach to transportation, environmental restoration, and affordable housing. They are the essence of what USDOT, EPA and HUD envision in their Sustainable Communities Initiative. The City now uses the legislation and written agreements governing the Westport Waterfront TOD as a basis for evaluating all new projects.

A key example of this approach is the traffic mitigation plan developed for the Westport TOD by Baltimore TOD and the private developer. This plan sets a goal of 30 percent of all trips generated by the project to be by other than single-occupant vehicles. Both parties agreed that achieving this goal would be unprecedented for the Baltimore region — not even the central business district has a 30 percent mode split. This goal requires two actions: significant joint investment in the transit, bicycle, and pedestrian infrastructure of the area, and an innovative and aggressive set of binding and enforceable transportation demand management tools. These include:

- Adopting shared parking standards to reduce the amount of on-site parking needed for each individual development project.
- Providing a Transportation Management Association (TMA) to reduce congestion in the Middle Branch area. The TMA is funded by a \$1,000 per parking space contribution triggered when the number of parking spaces exceeds a pre-determined threshold by development type. The TMA will promote non-single-occupant vehicle use, including transit, flex car, bicycle, and commuter programs.



Westport Development and Non profit partners restored a neighborhood playground

Community Environmental Restoration

The Westport Waterfront TOD represents a unique approach to leveraging transportation assets and environmental assets to create more livable communities that are engines for economic prosperity. Due to its location within the Middle Branch estuary, the Westport Waterfront TOD will demonstrate a new approach to urban redevelopment that embraces the restoration of an estuary as the basis for value creation, not only for new development but also for broader community revitalization.

To address environmental degradation in the wider community and provide green workforce development opportunities, the Westport Waterfront TOD is participating in an innovative pilot demonstration project led by the non-profit Parks & People Foundation (Parks & People) to develop a nationally replicable model of watershed restoration and community revitalization in severely impacted urban neighborhoods. Called Watershed 263, this public/private partnership aims to improve the Chesapeake Bay and heal decades of environmental degradation in 12 urban neighborhoods located along a

43-mile storm drain system that outfalls near the Westport Waterfront TOD. The USDA Forest Service has provided \$1.1 million in funding from the American Recovery and Reinvestment Act of 2009 that has allowed Parks & People to hire 22 community residents as part of four “Green Up, Clean Up” teams to plant trees, rebuild parks and trails, and retrofit storm water outfalls to reduce pollution and clean up communities. This training provides a path to future employment in the fields of landscaping and environmental restoration.

Using the Watershed 263 framework and a Green Up Clean Up Team, Westport Development and Parks & People are improving the neighborhood environment surrounding the Westport Waterfront TOD by reducing impervious surfaces, planting hundreds of new trees, creating bio-filtration by cleaning and landscaping vacant lots, reducing litter, cleaning streets and alleys, creating community gardens, improving city parks and schoolyards, increasing recycling, and supporting community stewardship and involvement.

D. JURISDICTIONAL AND
STAKEHOLDER COLLABORATION
AND DISCIPLINARY INTEGRATION

Jurisdictional and Stakeholder Collaboration

At all levels, the Westport Waterfront TOD demonstrates a remarkable collaboration of jurisdictional and stakeholder collaboration. For a full description of the project’s involvement of non-federal partners and non-federal funds, please see Sections II and III, Project Parties and Grant Funds. Refer also to Support Letters at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>. A key component of the project is a focus on connecting disadvantaged residents to short- and long-term employment opportunities made possible by the TIGER II

project. The City’s Office of Employment Development is working with non-profit and community partners to create a comprehensive workforce development program to connect disadvantaged area residents with employment opportunities within the TOD and the broader region. This is modeled after successful partnerships in the Park Heights and East Baltimore Development Inc. areas of Baltimore. Already this partnership has:

- Provided job readiness training for construction jobs through the Associated Building Contractor’s Project JUMPstart program
- Provided entrepreneurship and green workforce development opportunities through the non-profit Civic Works B’More Green program
- Provided green workforce development opportunities through the non-profit Parks & People Clean Up Green Up Team

Disciplinary Integration -

Funding and support for the Westport Waterfront TOD has come from diverse public agencies to support the sustainability and livability elements of the project, including:

State of Maryland

Both the Maryland Department of the Environment (MDE) and Maryland Department of Business and Economic Development have played a key role in supporting the environmental elements of the project by contributing \$620,500 toward wetland recreation and \$1.6 million toward brownfield clean up. MDE has also played an important role in expediting environmental permitting for the project.

Mayor’s Office of Sustainability/Baltimore Community Foundation

The Mayor’s office and the Baltimore Community Foundation have selected Westport to participate in the Baltimore Neighborhood Energy Challenge, a community-based initiative that trains and recruits community residents to make low cost energy efficient improvements to their homes and reduce monthly energy costs.

Parks & People Foundation/Westport Development

The Parks & People Foundation, with a \$60,000 grant from Westport Development, are planting more than 200 trees and restoring neighborhood open spaces.

Baltimore Housing/Westport Development

Westport Development and Baltimore Housing have committed to create 130 affordable rental units within the TOD at a value of \$14.15 million. The developer has also committed \$6.35 million to Baltimore Housing to create home ownership opportunities in the surrounding neighborhood. This agreement pre-dates the City’s Inclusionary Housing legislation and represented a major step forward in advancing social equity in Baltimore.

Baltimore Housing

Other initiatives in the neighborhood demonstrate a commitment to livability, including:

- Baltimore Housing is investing \$3.9 million in funding to upgrade public housing in Westport and to make it more energy efficient.
- The City is also using its legal authority to force owners of vacant properties to sell or renovate vacant housing stock. This is critical in Westport, where more than a third of the housing stock is vacant. More than 30 properties have changed hands and are being renovated in the neighborhood with another 30 underway.

V. PROJECT READINESS

TABLE 4: TIGER APPLICATION PROJECT ENVIRONMENTAL READINESS SUMMARY

PROJECT	ELEMENT	ENVIRONMENTAL/NEPA STATUS			
		INITIATED	NEPA CLASSIFICATION	STATUS	PROJECTED COMPLETION DATE
MD 295 Improvements	MD 295 Access & Bridge Improvements	Nov-04	Categorical Exclusion	2005 CE submission being updated	Nov-10
	MD 295 Access & Bridge Improvements				
Transit Improvements (Westport Light Rail Station)	Light Rail - Expand capacity at existing station	Pending federal funding	Categorical Exclusion		Award + 3 month
	Light Rail Station Pedestrian Bridge - Construct bridge over freight rail line to connect station to TOD				
Bicycle & Pedestrian Improvements	Pedestrian Bridge Over 295 - Replace Maisel Street pedestrian bridge to link neighborhoods	Nov-04	Categorical Exclusion	Submitted to SHA/FHWA July 2010; pending final approval	Sep-10
	Kent Street Streetscape - Add pedestrian, bike and bus improvements to link neighborhood and bus/bike routes to TOD	Aug-10			Feb-11
	Kloman Street Multi-purpose Trail - Convert industrial road to shared use path with green buffer	Feb-10			Award + 2 months
	Waterfront Multi-Purpose Trail - Build new shared use path with porous paving				Sep-10
Rail Safety Improvements	CSX Grade-Crossing Improvements - Add safety features for bike/ped/autos at Wenburn Street, Waterview Avenue and Manokin Street	Pending federal funding	Programmatic Categorical Exclusion		Award + 1 month
	Kloman Street Trail - safety improvements along freight rail line	Feb-10	Categorical Exclusion		Award + 2 months
Local Circulation & Safety Improvements	Annapolis Road - improve intersection performance at Monroe, Clare and Manokin Streets	Pending federal funding	Programmatic Categorical Exclusion		Award + 1 month
	TOD Boulevard - Construct new boulevard for TOD including dry swale system		Categorical Exclusion		Award + 2 months
	Waterview Avenue - Reconstruct major collector including new intersection and ped improvements		Programmatic Categorical Exclusion		Award + 1 month

**TABLE 5: TIGER APPLICATION PROJECT SCHEDULE SUMMARY
(BY QUARTERS)**

PROJECT	2010				2011				2012				2013			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MD 295 Improvements																
Transit Improvements (Westport Light Rail Station)																
Bicycle & Pedestrian Improvements																
Rail Safety Improvements																
Local Circulation & Safety Improvements																

NEPA Completed

Final Design Completed

Project Letting

Project Completed

The Living Classrooms Foundation/Westport Development

Westport Development is partnering with the non-profit Living Classrooms Foundation to renovate housing in the Westport community using the construction as a workforce development opportunity for ex-offenders. Already this has resulted in a \$100,000 investment in the neighborhood housing stock.

Schedule

With strong political and community support, the Westport Waterfront TOD has followed an aggressive schedule. Project planning took place from 2007 to 2009, with the project receiving City Council approval on November 27, 2007. The development team has acquired all property needed for the TOD and needs no additional right-of-way for the projects associated with the TIGER II grant. The team

has completed design and obtained permits for several projects, with others in preliminary or final design as shown in Table 5.

The Westport Waterfront TOD is truly shovel-ready. Advertisement for on-site infrastructure improvements can begin within 30 to 90 days of grant approval and will require two years to complete. Advertisement of off-site improvements can also begin within the same timeframe, but some projects will lag until Fall 2011, as the team completes the final design and approval process. The City, in cooperation with the MDSHA (which accepts stewardship responsibility for the City's federal aid program), has a strong track record of advertising projects on schedule; 24 of 27 projects scheduled for advertisement in anticipation of the 2009 construction season were advertised on schedule. All projects will be substantially complete within

18 to 36 months of grant award.

Environmental Approvals

The Westport Waterfront TOD is not anticipated to have adverse natural, social, or economic impacts. Significant environmental planning and documentation has occurred to date (see Environmental Approvals at www.baltimorecity.gov/government/transportation/tiger.php), allowing the project to quickly and effectively navigate the NEPA process well before the September 2012 requirement. Project partners are confident that they can complete NEPA in short order given the extent of data collection and environmental approvals already in place and agency experience with the NEPA process. Please see Table 4 and the NEPA Documentation section at www.baltimorecity.gov/government/transportation/tiger.php for more detail on the

status of NEPA clearance.

Legislative Approvals

The Westport Waterfront TOD has secured all necessary legislative approvals. The design and public financing stages followed a comprehensive public planning process that enjoyed wide support from diverse stakeholders. The Mayor and City Council approved the Planned Unit Development and Zoning ordinances in 2007 and three ordinances creating a TIF District and borrowing authority in 2008. See www.baltimorecity.gov/government/transportation/tiger.php for copies of the ordinances.

State and Local Planning

Both state and local governments strongly support the Westport Waterfront TOD, which is consistent with the Baltimore Region Transportation Plan, Outlook 2035: Baltimore Region Constrained Long Range Plan (see www.baltometro.org/content/view/1019). The Metropolitan Planning Organization (MPO) governing board has expressed its support for the project in a letter (see Support Letters at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>).

Baltimore City’s Westport/Mount Winans/Lakeland Master Plan of 2005, Comprehensive Master Plan of 2007, and 2008 Comprehensive Economic Development Strategy all identify the Westport Waterfront TOD as a priority project, as do the following State of Maryland documents:

- Transit-Oriented Development Zone Designation
- BRAC Zone Designation
- FY 2009-2014 Consolidated Transportation Program
- Statewide Transportation Improvement Program
- 2009 Maryland Transportation Plan
- State of Maryland BRAC Action Plan
- Maryland Climate Action Plan

- 2009 Maryland Trails: Strategic Implementation Plan
- 20-Year Bicycle and Pedestrian Access Master Plan

See <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx> for supporting documentation.

Technical Feasibility

The City has approved fully engineered construction documents for the Westport Waterfront TOD, including design of the public infrastructure (roads, water, sanitary sewer, conduit systems, storm water, and street lighting) necessary to support the Phase I development program. Traffic engineers have prepared a traffic simulation model to project total peak hour traffic volumes and evaluate measures of traffic control within the development to establish roadway geometry and intersection signalization design. Baltimore DOT has performed a traffic impact study and accepted a traffic mitigation plan.

The Middle Branch Transportation Plan identifies all necessary improvements to MD 295 and the neighborhood, which are in varying stages of design, as shown in Table 5. Specific schedule information for individual projects is available at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx>.

Financial Feasibility: Project Cost, Local Match, and Leveraged Funds

For a full description of the project costs and matching funds, please see Sections II and III, Project Parties and Grant Funds.

Conclusion

The Westport Waterfront TOD represents a dynamic public/private partnership with diverse stakeholders committed

to advancing place-based investment and sustainable community transformation. Private and public investment has furthered the project to a point where construction is ready to begin. The award of TIGER II grant funds will support the enhancement of a multi-modal network necessary to unlock the development potential of the Middle Branch providing opportunity for disadvantaged residents, enhancing regional competitiveness and reversing decades of environmental degradation.

¹ Baltimore City Health Department, <http://www.baltimorehealth.org/info/neighborhood/55%20Westport.pdf>.

² Information compiled by Towson University from Sitereports.com, 8/10/10.

³ Westport Waterfront plans to construct this portion of the project according to U.S. Federal Transit Administration joint development guidelines, using TIF bond financing, to simplify coordination with vertical development. If USDOT prefers to keep grant administration within one modal agency, Baltimore DOT will construct the boulevard.

⁴ For a copy of the City’s Asset Management Report see www.baltimorecity.gov/government/transportation/tiger.php.

⁵ Munro, M., and R. Puente, Investing in Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns, The Brookings Institution Center on Urban and Metropolitan Policy. 2004

⁶ Pamela Blais, The Economics of Urban Form, in Appendix E of Greater Toronto, Greater Toronto Area Task Force (Toronto), December 1995.; cited in Todd Littman, “Understanding Smart Growth Savings,” Victoria Transport Policy Institute, December, 2004

⁷ Blueprint for American Prosperity: Unleashing the Potential of a Metropolitan Nation, The Brookings Institution, Washington, DC, Page 1.

⁸ 2008 Community and Economic Impact Study: The Brains Behind Baltimore, How Higher Education is Driving the Region’s Economic Future. Baltimore Collegetown Network. Baltimore, MD. Page 7.

⁹ Victoria Transport Policy Institue, Transit-oriented Development, Using Public Transit to Create More Accessible and Livable Neighborhoods, June 2010

CITY OF BALTIMORE

STEPHANIE RAWLINGS-BLAKE, Mayor



DEPARTMENT OF TRANSPORTATION

KHALIL ZAIED, Director
417 E. Fayette Street
Baltimore, Maryland 21202

August 16, 2010

Re: Federal Wage Rate Certification
TIGER II Discretionary Grant for Westport Waterfront TOD

I hereby certify that the requirements of Subchapter IV of Chapter 31 of Title 40 of the United States Code (federal wage rate requirements) will be met in the utilization of any funds granted to the City of Baltimore Department of Transportation, as required under the FY 2010 Appropriations Act.

Name: Khalil A. Zaied

Position: Director

Applicant: City of Baltimore Department of Transportation

Address: 417 E. Fayette Street, Room 527

Baltimore, Maryland 21202

